

T-517

5-log Tilghman canoe

St. Michaels, Maryland

This vessel is a 35' long five-log canoe, built for sailing, c. 1880 and altered for power c. 1910. She has a beam of 7' and is built of pine with some oak. She is thought to be a product of the well-known St. Michaels boatbuilder Robert Lambdin. The canoe is on display at the Chesapeake Bay Maritime Museum. This vessel is significant for being a survival of a typical 5-log Tilghman-style canoe of the late 19th century and for probably having been built by one of the premier log canoe builders. The vessel gains added significance in its present condition by providing a clearly readable primer of traditional log canoe building techniques. The canoe also illustrates the changing nature of the workboat under the impact of the marine engine--although built originally for sail it had several different engines installed during the course of its working life.

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. T-517

Magi No. 2105175633

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic

and/or common 5-log Tilghman canoe CBMM 63-1-1

2. Location

street & number Mill Street ☐ not for publication

city, town St. Michaels ☐ vicinity of congressional district

state Maryland county Talbot

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Chesapeake Bay Maritime Museum

street & number telephone no.: 745-2916

city, town St. Michaels state and zip code Maryland 21663

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

7. Description

Survey No. T-517

Condition

☐ excellent
☐ good
☐ fair

☒ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☐ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This boat is a five-log double-ended canoe, built for sailing c. 1880 and altered for power early in the twentieth century, c. 1910. She measures 35' long, with a beam of 7', and is built of pine with some oak. She is thought to be a product of the well-known St. Michaels boatbuilder Robert Lambdin, but his attribution is uncertain. The hull is now bare wood, with traces of white and copper bottom paint on the outside. The hull is open decked, although there is evidence of some decking, possibly washboards, having once been fastened to the sheer rail. The sail rig is missing, as are the mast-step and rudder.

As displayed at the Chesapeake Bay Maritime Museum, the boat illustrates the log method of construction to advantage. Her full-bodied hull is composed of a keel log, with a centerboard slot cut into it and a 2"-thick shoe bolted into the bottom, deepening aft into an 8"-thick skeg, and two broad carved wing logs on either side of the keel log. There are two half-frames and a 13 1/2" "spacer" at the forward end of the hull. Shadows indicate that there were once twelve sets of frames in the hull. The five logs are joined with dovetail joints at the ends, fitting them closely together, as well as with iron drift pins and applied butterfly irons. A sheer strake running the length of the boat and plank fillers at bow and stern have been added to the logs. A cutwater, 5 1/2"-wide by 2"-deep, and S-curved in shape, is pinned horizontally into the outside of the bow; it is now separated from the hull.

When the boat was altered for power, her centerboard slot was filled in with a 5"-wide plank rib, running for 9'3" along the keel log. This aided in keeping the hull together under vibration from the engine. The rudder post, of 2 1/2"-thick oak, 12"-wide, was cut out to accommodate the engine and propeller, which were hung outboard. Other evidence of motorization includes holes for the engine mounts, oil stains, exhaust holes, and a propeller hole.

8. Significance

Survey No. T-517

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	c. 1880	Builder/Architect	att. to Robert Lambdin
check: Applicable Criteria:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D		
and/or			
Applicable Exception:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G		
Level of Significance:	<input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> local		

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is particularly significant for being a survival of a typical 5-log Chesapeake Bay, Tilghman style canoe of the late 19th century, and for probably having been built by one of the premier log canoe builders, Robert Lambdin of St. Michaels. The vessel gains added significance in its present condition by providing a clearly readable primer of traditional log canoe building techniques. This canoe also illustrates the changing nature of the workboat under the impact of the marine engine--although built originally for sail and for use in tonging for oysters, the boat had several different engines installed during the course of its working life. Motorized, it represents one of the earliest types of motor boats in use on the Bay--log canoes shorn of their rig and centerboard.

The canoe was built c. 1880 and altered for power early in the 20th century, c. 1910. She is thought to be a product of the well-known St. Michaels boatbuilder Robert Lambdin. The son of a shipbuilder, Lambdin early specialized in log canoes, both working canoes and those adapted for racing. Between 1876 and 1894 he had his own shop in St. Michaels, before moving on to Wilmington, Del, and later, the Norfolk Navy Yards. During a long lifetime he built some 68 canoes, including the famous racing canoe DASHAWAY and the CHESAPEAKE, which he took to the World's Columbian Exposition in Chicago in 1893.

The canoe, as exhibited at the Chesapeake Bay Maritime Museum, illustrates the changing nature of the workboat under the impact of the marine engine. It had several different engines installed during its working life and was probably always used primarily for tonging oysters. Although in deteriorated condition, the boat provides an easily-readable example of log-building techniques, illustrating several different methods of log joinery: the use of iron drift pins (the traditional method); dovetail joints; and metal butterfly irons. While some of this joinery work is more like that of cabinetmaking than that of boatbuilding, it shows that some elements of workboat-building were by nature ad-hoc. Most importantly, the main features of log building--pinning logs together and adding planks at bow, stern, and sheer--are clearly visible in this boat.

9. Major Bibliographical References

Survey No. T-517

Marion V. Bewington, Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md: Cornell Maritime Press, 1963)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Anne Witty/ M.E. Hayward

organization Maryland Historical Society

date 5/84

street & number 201 W. Monument St.

telephone 685-3750

city or town Baltimore

state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

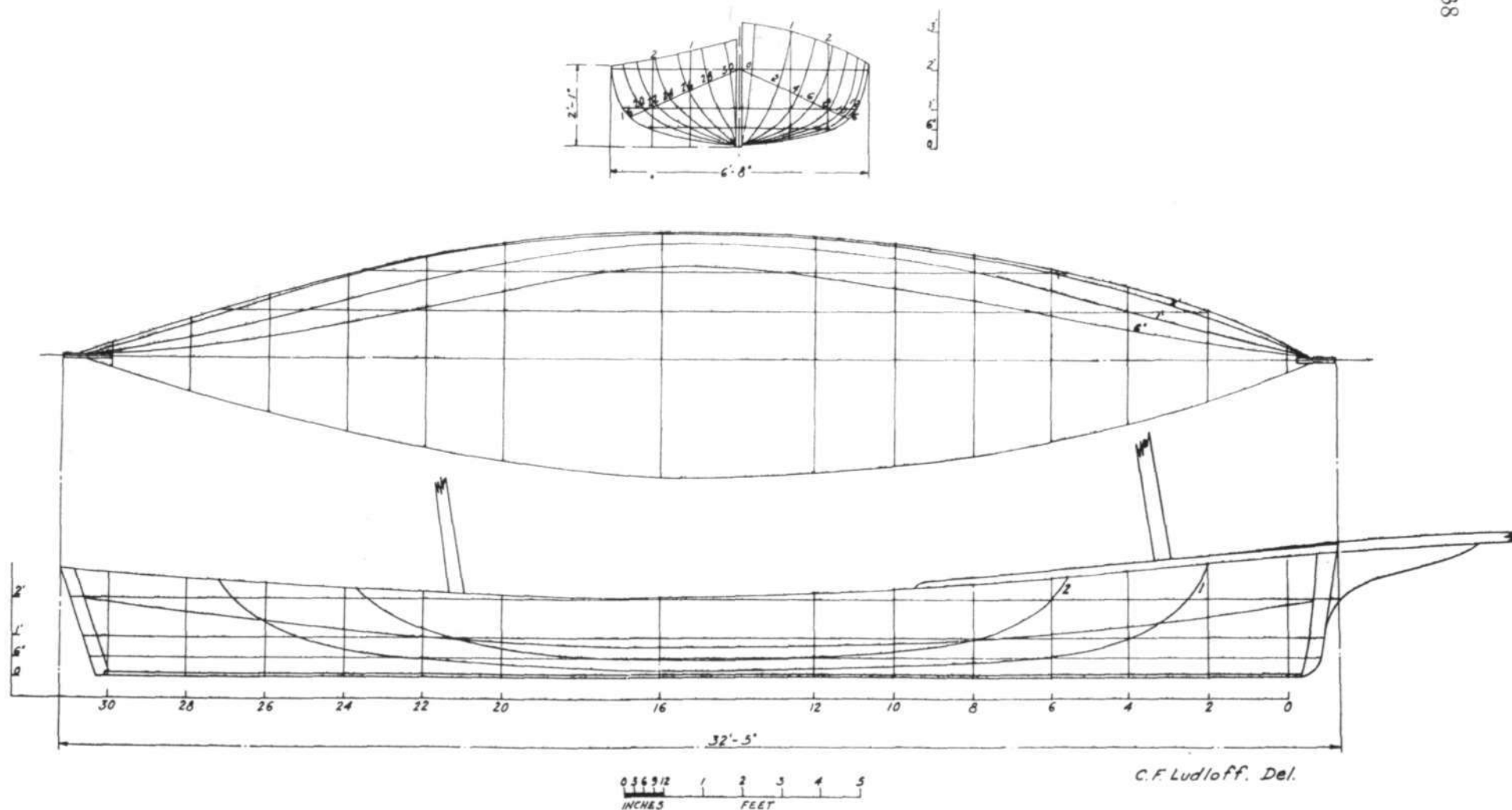
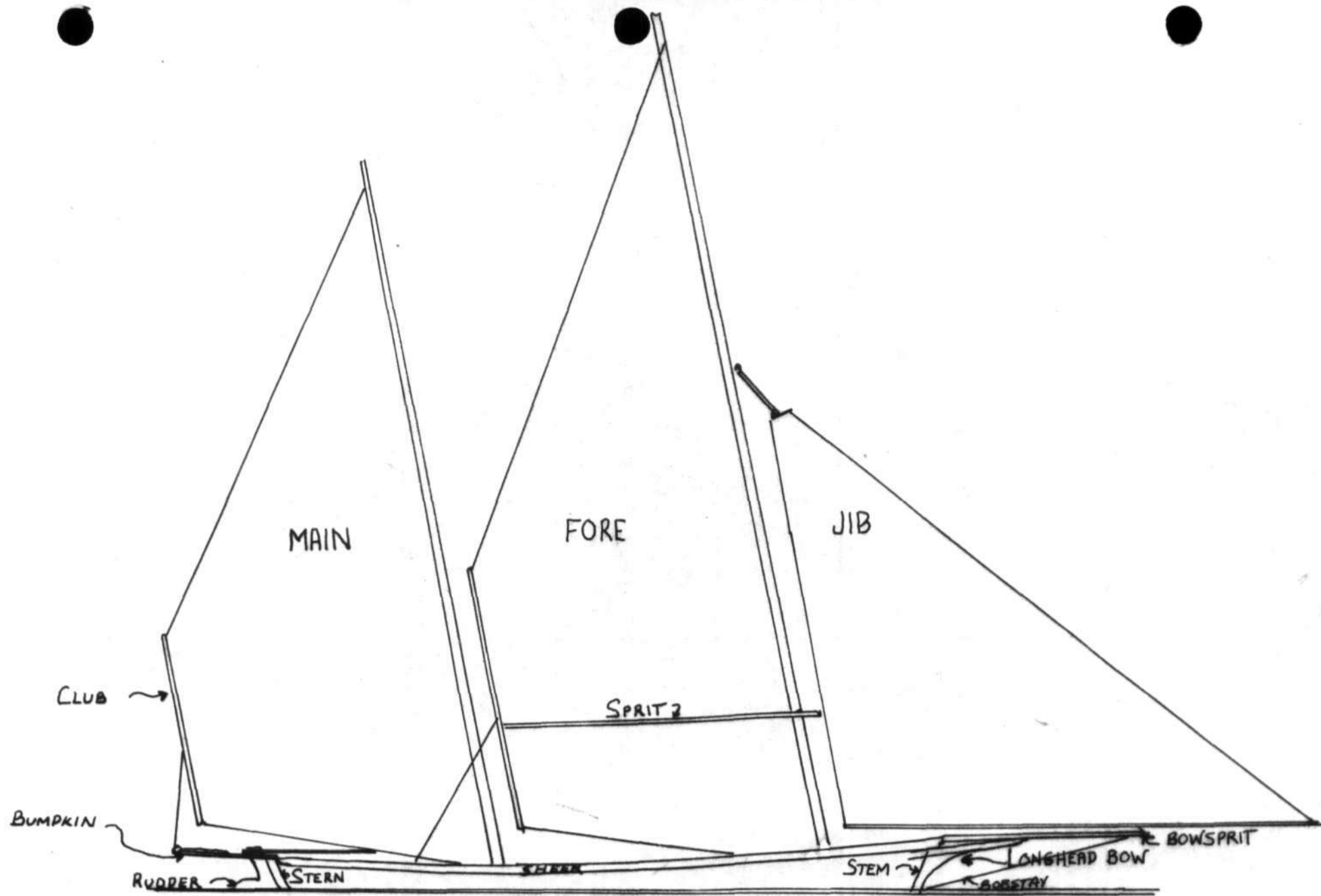


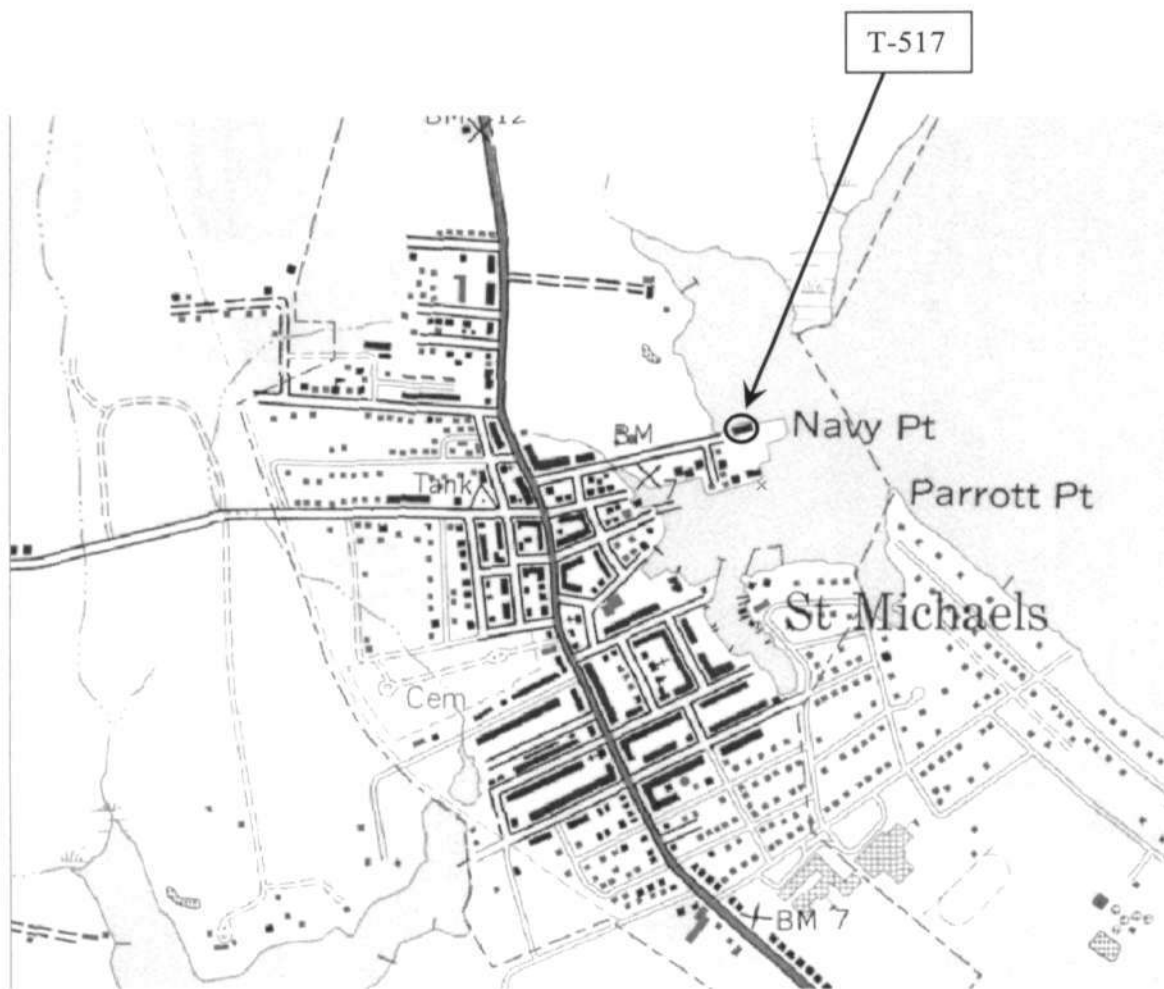
PLATE XII A. LINES OF RACING CANOE, Margaret P. Hall.

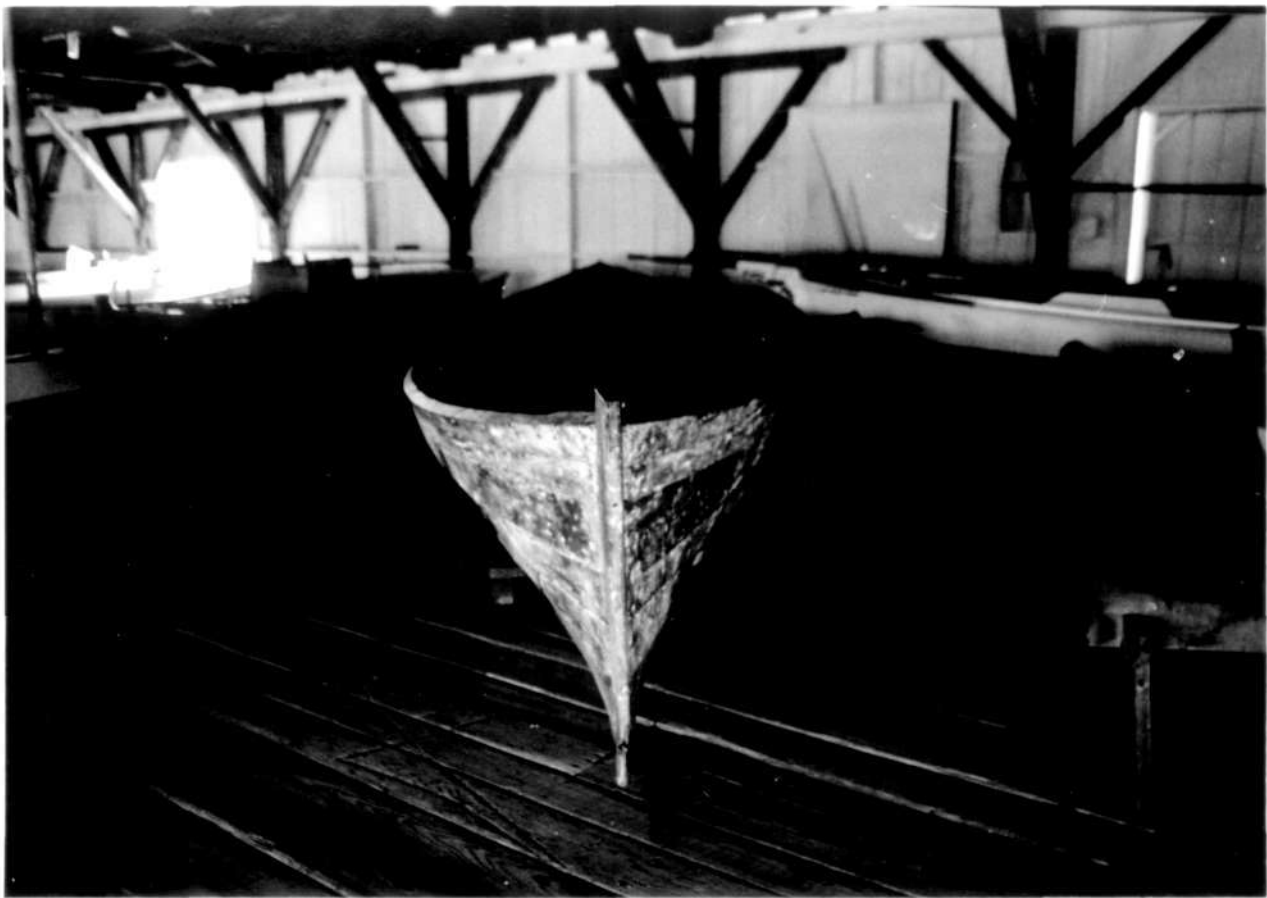
Built by Charles Tarr, St. Michaels, Md., 1893. Drawings by The Historic American Merchant Marine Survey. (Courtesy U. S. National Museum) Note: The location of the centerboard is incorrect in drawings on Plates XII A-G. The forward end should be 4'3" aft of the center of the foremast foot.



SAIL PLAN OF TILGHMAN ISLAND CANOE after drawing by J. G. Earle

T-517
5-Log Tilghman Canoe
Small Boat Exhibit Shed (T-626)
Chesapeake Bay Maritime Museum
Mill St.
St. Michaels
Saint Michaels Quad.
Talbot Co.





T-517

5-log Tilghman canoe
St. Michaels, Md

Stern
A.E. Witty 5/84



T-517

5-log Tilghman canoe
St. Michaels, Md

Interior hull
A.E. Witty 5/84